

1944 by an order to proceed to Bougainville Strait. There, *Anthony* encountered several small Japanese ships and destroyed a gunboat and several barges before resuming her escort duties.

The ship got underway on 15 February to shepherd a group of LST's to the landing sites on Green Island. Although *Anthony* was originally slated to perform gunfire support duties, the American troops encountered such light enemy opposition when they went ashore that she was not required to carry out that assignment.

After a brief respite at Purvis Bay, the destroyer sailed on 23 February to take part in a bombardment of the enemy stronghold at Rabaul, New Britain Island. Then, during March, she covered the invasion of Emirau Island before serving as an escort on several supply runs between Guadalcanal and Emirau.

On 24 April, *Anthony* was assigned to duty with a battleship task force. The destroyer screened *New Mexico* (BB-40), *Idaho* (BB-42), and *Pennsylvania* (BB-38) to Australia. The warships arrived at Sydney; and, on the 29th after a week of liberty in that city, *Anthony* weighed anchor on 6 May to return to Purvis Bay.

After brief training, *Anthony* and a group of ships sailed on 2 June for the invasion of the Marianas. They arrived in Kwajalein on the 8th to refuel, then turned westward toward the Marianas. On 14 June, the destroyer fired her guns on Saipan and, the next day, screened other ships during landings on Saipan. On the 16th, she bombarded Guam. The destroyer then detached to join Task Force 58, the Fast Carrier Task Force. Her duties then included screening the carriers and rescuing downed aviators.

On 8 July, *Anthony* began providing harassing fire on Guam, and the bombardment continued for several days. When relieved, the destroyer proceeded to Eniwetok to refuel and take on provisions. She returned to the action off Guam on 21 July and assumed antisubmarine patrol duty.

On 10 August, *Anthony* was ordered to proceed to Hawaii. She made an intermediate stop at Eniwetok before arriving at Pearl Harbor on the 20th. There, the ship was briefly drydocked for repairs and then took part in training exercises off Maui. *Anthony* sailed for Ulithi on 15 September and arrived safely in that lagoon on 3 October. Shortly thereafter, the destroyer got underway to return to the west coast of the United States.

Soon after her reaching San Francisco on 25 October, *Anthony* entered the Mare Island Navy Yard for an overhaul. She left the shipyard on 13 December to travel to San Diego for a week of refresher training. The destroyer departed the west coast on 20 December with a convoy bound for Hawaii and reached Pearl Harbor on the 30th.

There, she began preparations for the upcoming operations at Iwo Jima. *Anthony* and other ships of the invasion force got underway on 27 January 1945 and stopped en route at Eniwetok and Guam. The destroyer was assigned to the screen of transports carrying reserve forces. She conducted shore bombardment and night harassing fire until 6 March, when she got underway for the Philippines.

Anthony anchored in San Pedro Bay on 13 March. The ship began preparing for the assault on Okinawa. She left Philippine waters on 27 March and arrived on station off Okinawa on 1 April. But for one trip to Ulithi, the destroyer remained in the dangerous waters of that embattled island carrying out fire support, screening, and radar picket duties until late June. She underwent several Japanese air attacks during this time and claimed to have downed five enemy planes. On 27 May, kamikazes attacked *Anthony* and her sister ship *Braine* (DD-630). When two succeeded in crashing into *Braine*, *Anthony* took all survivors on board and towed the damaged vessel to Kerama Retto.

Anthony had another close call on 7 June. While on radar picket station, she was again attacked by enemy aircraft. A kamikaze splashed along the destroyer's port side, leaving a large hole in her hull and carrying away lifelines and stanchions for 25 feet on that side. Five crewmen either jumped or were blown into the water, but all were recovered safely. The ship remained on duty until the 24th, then returned to Leyte, Philippines, for an availability.

On 13 July, *Anthony* got underway for an anti-shipping sweep off the China coast between Foochow and Wenchow. After touching back at Okinawa for refueling and replenishing, *Anthony* commenced another sweep on 26 July off the mouth of the Yangtze River. The destroyer returned to Okinawa on 1 August and operated from that base through the end of hostilities a fortnight later.

Anthony sailed on 7 September for duty supporting the occupation of Japan. She carried out minesweeping operations off Nagasaki and Sasebo and then anchored at Sasebo on 29 September. *Anthony* began the voyage home on 17 November and, after stops at Midway and Pearl Harbor, finally arrived in San Diego. Shortly thereafter, she got underway for the east coast and transited the Panama Canal en route to Charleston, S.C.

Preservation work began shortly after her arrival in Charleston to ready the ship for inactivation. *Anthony* was placed out of commission, in reserve, on 17 April 1946. On 17 January 1958, the destroyer was loaned to the Federal Republic of Germany. She was returned to United States custody and simultaneously struck from the Navy list on 15 April 1972. The ship was then sold to West Germany on 27 June 1972 for cannibalization and scrapping.

Anthony earned seven battle stars for her World War II service.

Anthony, Susan B., see *Susan B. Anthony* (AP-72)

Anticline

A geological term designating an arch of stratified rock in which the layers bend downward in opposite directions from the crest.

(YO-62: dp. 2,660; l. 235'; b. 37'; dr. 14'10"; s. 10.6 k.; cl. *Bullwheel*)

Anticline (YO-62) was laid down on 7 September 1942 at Camden, N.J., by the R. T. C. Shipbuilding Corp.; launched on 20 February 1943; and commissioned at Philadelphia on 17 April 1943.

While she was under construction, *Anticline* was scheduled for service assigned to the Caribbean Sea area under the auspices of the Commandant, 10th Naval District. However, just before she went into commission, the fuel oil barge was reassigned to the South West Pacific Force; but, soon after commissioning that assignment was also cancelled. On 6 May 1943, *Anticline* was finally ordered to the 8th Fleet for duty in Northwest African waters. She served in that organization until near the end of 1944. During that time, the fuel oil barge participated in the latter stages of the Sicily operation and in the invasion of southern France. On 20 December 1944, *Anticline* was transferred to the French under the terms of the lend-lease program. Returned to the Navy on 21 March 1949, the fuel oil barge was determined to be in excess of the needs of the Navy. Accordingly, her name was struck from the Navy list on 28 April 1949. Her subsequent fate is not known.

Anticline earned one battle star during World War II.

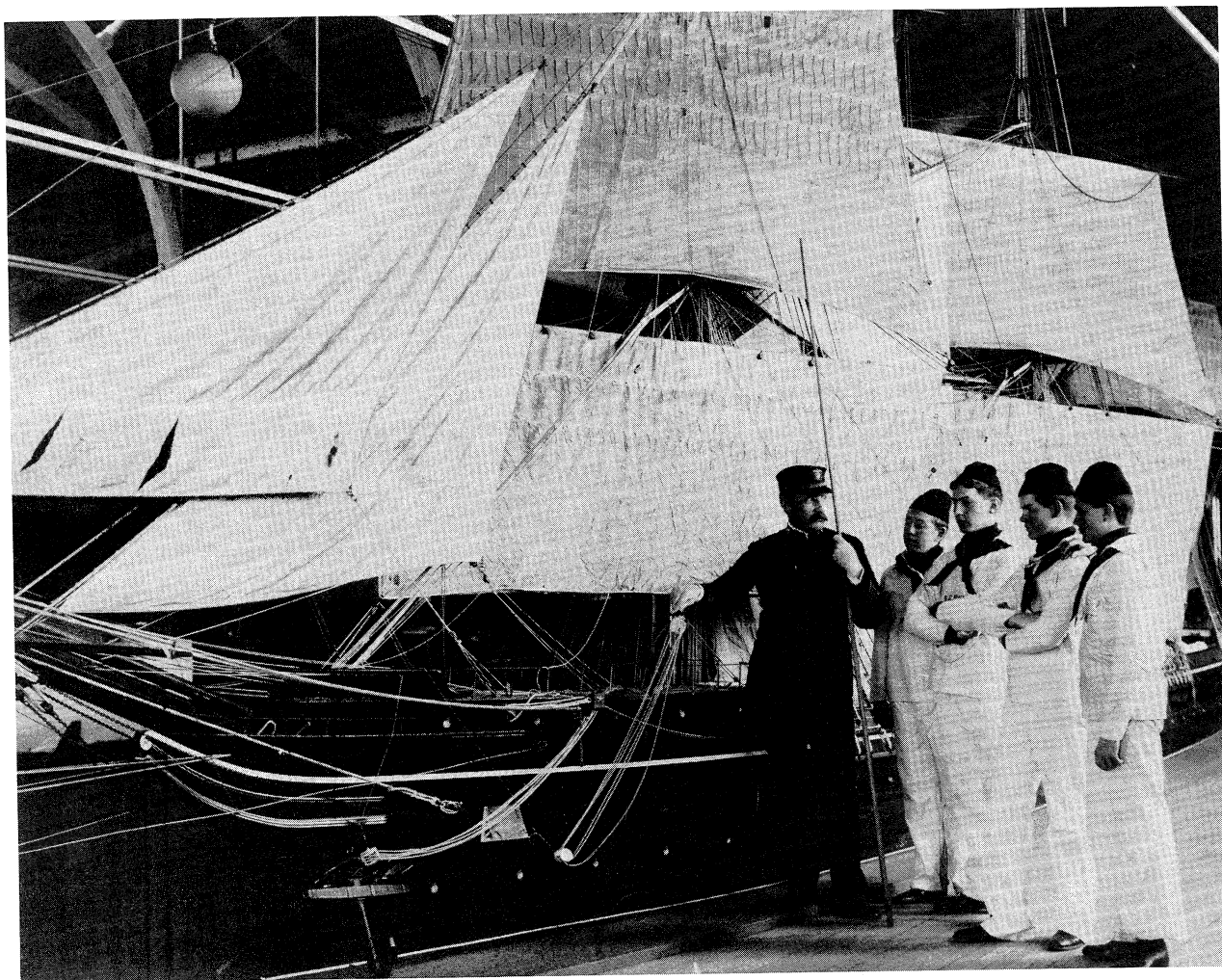
Antietam

A major battle in the American Civil War fought along Antietam Creek near the town of Sharpsburg in northwestern Maryland. It was the climax to the first of General Robert E. Lee's two major attempts to bring the war home to the North. Fought on 17 September 1862, it is renowned as the bloodiest single day in American military history. Though the battle ended in a tactical draw, it was a northern victory strategically because Lee was forced to withdraw, give up the offense, and resume a defensive posture in northern Virginia.

I

(ScSlp: dp. 3,953; lbp. 312'6"; b. 46'0"; dr. 18'3"; cl. *Java*)

The first *Antietam*—a screw sloop of war begun in 1864 at the Philadelphia Navy Yard—was not finished by the end of the Civil War. Instead, she remained on the stocks, about two-thirds completed until 1869. At that time, it was decided to complete her as an equipment storeship. She served as a storeship and marine barracks at League Island, Pa., from 1876 to 1888. On 8 September 1888, *Antietam* was sold to Mr. C. H. Gregory of Thomaston, Long Island, N.Y.



Midshipmen from the Naval Academy Class of 1905 receive instruction in sail rigging from the Seamanship Department's model of *Antietam*, circa 1904. The officer may be Lt. Comdr. H. A. Bispham, head of the department. (NH 51491)

II

(CV-36: dp. 27,100; l. 888'0"; b. 93'0"; ew. 147'6"; dr. 28'7"; s. 32.7 k. (tl.); cpl. 2,448; a. 80 + ac., 12 5', 72 40mm.; cl. *Essex*)

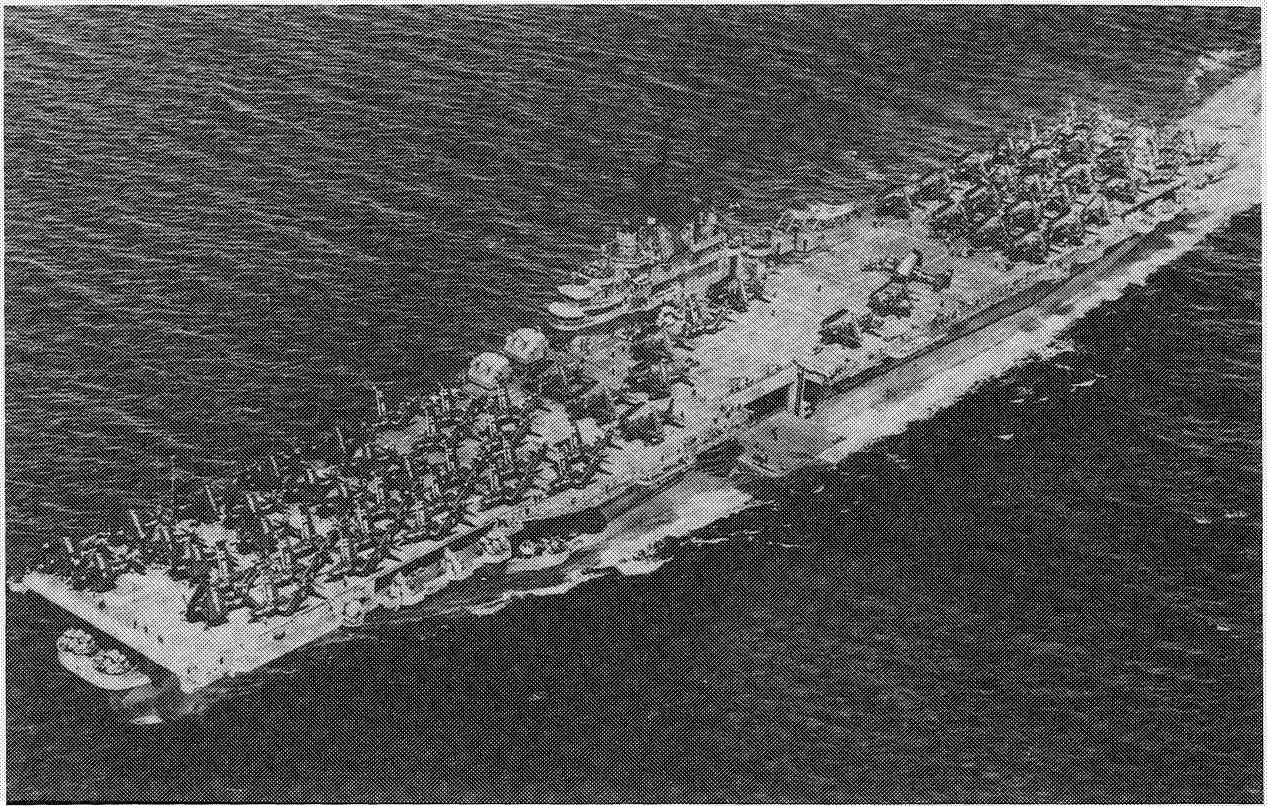
The second *Antietam* (CV-36) was laid down on 15 March 1943 by the Philadelphia Navy Yard; launched on 20 August 1944; sponsored by Mrs. Millard E. Tydings, the wife of Senator Tydings of Maryland; and commissioned on 28 January 1945, Capt. James R. Tague in command.

The aircraft carrier completed fitting out at Philadelphia until 2 March when she got underway for her shakedown cruise. The ship arrived in Hampton Roads on the 5th and conducted operations from Norfolk until 22 March when she stood out of Chesapeake Bay bound for Trinidad in the British West Indies. At the conclusion of her shakedown cruise, *Antietam* returned to Philadelphia on 28 April to begin post-shakedown availability. She completed repairs on 19 May and departed Philadelphia that same day. After a three-day stop at Norfolk, the warship resumed her voyage to the Panama Canal in company with *Higbee* (DD-806), *George W. Ingram* (APD-43), and *Ira Jeffery* (APD-44). She arrived at Cristobal on 31 May, transited the canal the next day, and continued her voyage up the coast to San Diego. She stopped at San Diego from 10 to 13 June before beginning the first leg of her transpacific voyage. *Antietam* arrived in Pearl Harbor on the 19th and remained in the Hawai-

ian Islands conducting training missions until 12 August. On that day, she shaped a course for the western Pacific.

Three days out of Oahu, she received word of the Japanese capitulation and the consequent cessation of hostilities. Thus, by the time of her arrival in Eniwetok Atoll on the 19th, her mission changed from combat to occupation support duty. On the 21st, she exited the lagoon in company with *Cabot* (CVL-28) and a screen of destroyers bound for Japan. En route, she suffered some internal damage which forced her into port at Apra Harbor, Guam, for inspections. The inspection party deemed the damage minimal; and the carrier remained operational, resuming her course on the 27th. By that time, however, her destination had been changed to the coast of the Asian mainland. She stopped at Okinawa between 30 August and 1 September and arrived in Chinese waters near Shanghai the following day.

The aircraft carrier remained in the Far East for a little more than three years. The Yellow Sea constituted her primary theater of operations while her air group provided support for the Allied occupation of North China, Manchuria, and Korea. During the latter stages of that assignment, her airmen conducted surveillance missions in that area as a result of the civil war in China between communist and nationalist factions which later resulted in the expulsion of Chiang Kai-shek's forces from mainland China and the establishment of Mao Tse-tung's communist Peoples Republic of China. Throughout the period, however, she did depart the Yellow Sea on occasion for visits to Japan, the



Antietam (CV-36), underway off the east coast of Korea with Task Force 77, 16 October 1951, with planes from Air Group 15 spotted on deck: Vought F4U-4B "Corsairs," Grumman F9F "Panthers," and Douglas AD "Skyraiders." (80-G-434525)

Philippines, Okinawa, and the Marianas. Early in 1949, she concluded her mission in the Orient and headed back to the United States for deactivation.

Antietam remained in reserve at Alameda, Calif., until communist forces from the north invaded South Korea in the summer of 1950. She began reactivation preparations on 6 December and went back into commission on 17 January 1951, Capt. George J. Dufek in command. Initially, the carrier conducted shakedown training and carrier qualifications along the California coast, first out of Alameda and—after 14 May—out of San Diego. She made one voyage to Pearl Harbor and back to San Diego in July and August before departing the latter port on 8 September and heading for the Far East. *Antietam* arrived in the Far East later that fall and, by late November, began the only combat deployment of her career. During that tour, she made four cruises with Task Force (TF) 77, in the combat zone off the coast of Korea. In between fighting assignments, she returned to Yokosuka, Japan. During each of those periods, her air group carried out a variety of missions in support of United Nations forces combatting North Korean aggression. Those missions included combat air patrol, logistics interdiction—particularly against railroad and highway traffic—reconnaissance antisubmarine patrols, and night heckler missions. Between late November 1951 and mid-March 1952, *Antietam's* air group flew nearly 6,000 sorties of all types. She returned to Yokosuka on 21 March 1952 at the conclusion of her fourth cruise with TF 77 to begin preparations for her voyage back to the United States.

The aircraft carrier returned home in April and rejoined the Pacific Reserve Fleet briefly. She was reactivated later that summer and, in August, transited the Panama Canal to join the Atlantic Fleet. In September, the warship entered the New York Naval Shipyard for major alterations. In October, she was redesignated an attack aircraft carrier, CVA-36. In December, *Antietam* emerged from the yard as America's first angled-deck aircraft carrier. She operated out of Quonset Point, R.I., until the beginning of 1955. During the intervening years, she partici-

pated in numerous fleet and independent ship's exercises. After August 1953—at which time she was redesignated and antisubmarine warfare (ASW) carrier, CVS-36—*Antietam* concentrated upon honing her hunter/killer skills. In January 1955, she embarked upon a voyage to the Mediterranean Sea where she served with the 6th Fleet until March. Resuming duty with the Atlantic Fleet ASW forces, she operated along the eastern seaboard until the fall of 1956. In October of that year, she cruised to the waters of the eastern Atlantic for NATO ASW exercises and goodwill visits to ports in Allied countries. While the carrier was in Rotterdam, the Suez crisis broke out in the eastern Mediterranean. *Antietam* cut short her visit to the Netherlands and headed for the "middle sea" to bolster the 6th Fleet during the evacuation of American citizens from Alexandria, Egypt. At the end of that assignment, she conducted ASW training exercises with Italian naval officers embarked before returning to Quonset Point on 22 December.

After resuming operations along the eastern seaboard early in 1957, *Antietam* was assigned on 21 April 1957 to training duty with the Naval Air Training Station, Pensacola, Fla. Mayport, however, served as her home port because ships of her draft could not then enter port at Pensacola. For almost two years, the aircraft carrier operated out of Mayport training new Navy pilots and conducting tests on new aviation equipment—most noteworthy, on the Bell automatic landing system during August of 1957. She also participated in annual Naval Academy midshipmen cruises each summer.

In January 1959, after the deepening of the channel into Pensacola had been completed, *Antietam's* home port was changed from Mayport to Pensacola. For the remainder of her active career, the carrier operated out of Pensacola as an aviation training ship. On two occasions, she provided humanitarian services to victims of hurricane damage. The first came in September of 1961 when she rushed to the Texas coast to provide supplies and medical assistance to the victims of hurricane Carla. The second came just over a month later when she carried medical supplies,

doctors, nurses, and other medical personnel to British Honduras to help the victims of hurricane Hattie. Otherwise, she spent the final four years of her naval career in routine naval aviation training duty out of Pensacola. On 23 October 1962, *Antietam* was relieved by *Lexington* (CVS-16) as aviation training ship at Pensacola and was placed in commission, in reserve, on 7 January 1963. She remained in that status until she was decommissioned on 8 May 1963. Berthed at Philadelphia, Pa., she remained in reserve until May of 1973 when her name was struck from the Navy list. On 28 February 1974, she was sold to the Union Minerals & Alloys Corp. for scrapping.

Antietam (CV-36) earned two battle stars for service in the Korean conflict.

III

(CG-54: dp. 9,600; l. 503'; b. 55'; dr. 31'; s. 30+k.; cpl. 372; a. 2 5", Standard missile, ASROC, Harpoon, Phalanx, LAMPS, 6 21" tt.; cl. *Ticonderoga*)

The third *Antietam* (CG-54) was laid down on 15 November 1984 at Pascagoula, Miss., by the Ingalls Shipbuilding Corp.; launched on 15 February 1986; sponsored by the Honorable Beverly B. Byron, Representative from Maryland's 6th Congressional District, who christened the guided-missile cruiser on 19 April 1986; and commissioned on 22 May 1987, Capt Philip J. Coady, Jr., in command.

The warship spent the remainder of 1987 fitting out and conducting her shakedown training. In January of 1988, she entered Todd Pacific Shipyards Corp. for post-shakedown repairs and alterations. *Antietam* completed the availability early in March and began operations along the coast of California during which she carried out two research projects for the Office of the Chief of Naval Operations in addition to the normal routine of refresher training, systems' tests, and readiness certifications. That summer, the warship participated in the multinational exercise, RIMPAC '88, the second phase of which took her to the Hawaiian operating area.

On 2 September, *Antietam* embarked upon her first overseas deployment, an assignment that first took her to the Far East and then, late in October, across the Indian Ocean to the troubled Middle East. After a tour of duty patrolling the Strait of Hormuz, the guided-missile cruiser headed back across the Indian Ocean late in December, and the last day of 1988 found her in port at Singapore.

Antigo

A city in northeastern Wisconsin, Antigo is the seat of government for Langlade County. The word Antigo is of Indian origin and is said to refer to evergreens.

I

(PC-470: dp. 280; l. 173'8"; b. 23'0"; dr. 10'10"; s. 20.2 k. (tl.); cpl. 65; a. 2 3", 2 20mm., 2 det., 2 dep.; cl. *PC-461*)

PC-470 was laid down on 27 February 1942 at Neponset, Mass., by George Lawley & Sons, Inc.; launched on 27 June 1942; and commissioned on 31 July 1942, Lt. R. E. Parker, in command.

Following shakedown, *PC-470* began convoy escort duty between Guantanamo Bay, Cuba, and Coco Solo in the Panama Canal Zone. That assignment lasted from the summer of 1942 until June 1944. Then the subchaser moved from the Gulf of Mexico to San Diego, Calif., where she remained until 11 August. At that time, she moved on to Pearl Harbor. On 10 October, *PC-470* departed Pearl Harbor on her way to the combat zone in the western Pacific. Staged by way of Eniwetok in the Marshall Islands, she was off the invasion beaches at Tacloban on Leyte Island in the Philippines on 20 October. There, the subchaser served as a control vessel guiding landing craft to their proper beaches. During her eight-day stay at Leyte, *PC-470* engaged aircraft and came under fire from Japanese shore batteries. She suffered a hit from a projectile of approximately 75-millimeter caliber in one of her forward compartments. The explosion killed one sailor, injured several others, and caused a fair amount of damage to the ship.

PC-470 left Leyte on 27 October and headed for Hollandia, New Guinea. She stayed at Hollandia for about a month repair-

ing the damage sustained at Leyte and then moved to Bougainville to join the forces preparing for the landings on Luzon. In mid-December, she moved to Manus with those forces to train for the Lingayen Gulf assault. From there, she voyaged to the Philippines during the first week in January 1945. The subchaser participated in the landings on 9 January 1945, again engaging enemy aircraft, and then began convoy duty. *PC-470* provided antisubmarine protection for convoys between various islands of the western Pacific until the summer of 1945. In July, the warship arrived in Pearl Harbor to begin a badly needed overhaul. The war ended while she was still at Oahu, and the subchaser returned to the United States late in September.

PC-470 went to Portland, Oreg., where she began preparations for inactivation. By March of 1946, she was out of commission, berthed with the Columbia River Group, Pacific Fleet. The subchaser remained in reserve for a little more than 14 years. During that period, on 15 February 1956, she was named *Antigo*. Her name was struck from the Navy list on 1 July 1960, and she was disposed of in a manner unspecified.

Antigo (PC-470) earned two battle stars during World War II as *PC-470*.

II

(YTB-792: dp. 356 (f.); l. 109'; b. 31'; dr. 14'; s. 12 k. (tl.); cpl. 12; cl. *Natick*)

The second *Antigo* (YTB-792) was laid down on 27 September 1966 at Marinette, Wis., by the Marinette Marine Corp.; launched on 18 April 1967; completed in July 1967; and placed in service soon thereafter.

Assigned to the 6th Naval District and based at Charleston, S.C., *Antigo* has spent her entire Navy career providing towing and other support services for ships visiting Charleston. As of the beginning of 1987, the tug was still attached to the 6th Naval District.

Antigone

The daughter of Oedipus and Jocasta in Greek mythology. Antigone is most famous as the heroine of tragedies by Sophocles and Euripides. She embodied the virtues of faithfulness and heroism which characterized the Greek ideal of womanhood.

I

(ScStr: dp. 17,024; l. 518'1"; dr. 27'; s. 14 k.; cpl. 389; a. 4 5", 2 mg.)

Neckar was launched on 8 December 1900 at Geestemünde, Germany, by J. C. Techlenborg; and was owned and operated by North German Lloyd. In the North Atlantic at the outbreak of World War I in the summer of 1914, the passenger and freight liner sought sanctuary at the neutral port, Baltimore, Md.—lest she fall prey to the warships of the Royal Navy—and was interned, ostensibly for the duration of the conflict. However, when the United States declared war on Germany in April 1917, American customs agents seized the ship. She was transferred to the Navy by the United States Shipping Board on 12 July 1917; converted for naval service as a troop transport at the Norfolk Navy Yard, Portsmouth, Va.; renamed *Antigone* (Id. No. 3007) on 1 September 1917; and placed in commission on 5 September 1917, Comdr. Joseph R. Defrees in command.

Antigone was assigned to the Cruiser and Transport Force, Atlantic Fleet, on 14 September, and she departed Norfolk on 29 November. After coaling and completing sea trials, she proceeded to Hoboken, N. J., and embarked approximately 2,000 American troops. The transport sailed from New York City en route to France on 14 December and, during the next 11 months, made eight round-trip voyages to France, each of which terminated in either Brest or St. Nazaire. The ship also carried medical supplies and general cargo—as well as 16,526 troops—to Europe before hostilities ended.

After the armistice was signed on 11 November 1918, the transport continued her transatlantic voyages and returned more than 22,000 veterans to the United States. She completed her last trip from France upon her arrival at New York City on 15 September 1919. She was decommissioned there on 24 September.



Antigone (Id. No. 3007) at Norfolk, Va., 29 November 1917, being assisted by a tug. Although poor in quality, the print shows the silhouette of a "flush-deck" destroyer painted on the ship's side. (NH 57625)

ber 1919, and her name was simultaneously struck from the Navy list. The ship was then transferred to the War Department for service in the Army Transport Service.

II

(AGP-16: dp. 4,100; l. 328'; b. 50'; dr. 11'2"; s. 11.6 k.; cpl. 287; a. 2 40mm., 8 20mm.; cl. *Portunus*)

Originally projected as *LST-773*, the second *Antigone* was reclassified a motor torpedo boat tender and redesignated AGP-16 on 14 August 1944; laid down on 15 August 1944 at Seneca, Ill., by the Chicago Bridge & Iron Co.; launched on 27 October 1944; sponsored by Mrs. Mary Ellen Needham Fisher; commissioned in reduced status on 17 November 1944 at Algiers, La., for the voyage to Baltimore, Md.; decommissioned on 5 December 1944 for conversion by the Maryland Drydock Co., to a motor torpedo boat tender; and placed in full commission on 14 May 1945, Lt. Comdr. Whitson M. Jones in command.

Following shakedown training in the Chesapeake Bay and final loading out at Davisville, R.I., *Antigone* sailed on 28 June for the Pacific. She transited the Panama Canal on 8 July and joined the Pacific Fleet. The tender arrived at Pearl Harbor, Hawaii, on 9 August, remained there until the 22d, and then sailed, via Saipan, for Okinawa. Upon her arrival at Okinawa on 18 September, *Antigone* began providing services to Motor Torpedo Boat Squadrons 31, 32, and 37 and continued this assignment until December.

Antigone then departed Okinawa and shaped a course for the west coast of the United States. She arrived at San Francisco, Calif., on 22 January 1946, and her name was struck from the Navy list on 10 June 1947. On 6 February 1948, the vessel was transferred to the Maritime Commission and simultaneously sold to Kaiser & Co. for scrapping.

Antigua

An island of the Leeward group of West Indies. Discovered by Columbus in 1493 and settled by English subjects from St. Christopher in 1632, Antigua is a self-governing state within the Commonwealth of Nations.

(AF-17: t. 6,892; l. 447'10"; b. 60'3"; dph. 24'1"; s. 16.5 k.; cpl. 114; a. 1 5", 4 3")

On 28 December 1941, some three weeks after the United States entered World War II, the American Navy acquired—through the Maritime Commission by an indefinite-time charter—*Antigua*, a turbo-electric screw steamer built in 1932 at Quincy, Mass., by the Bethlehem Ship Building Corp. Prior to her takeover by the Federal Government, the ship had operated

out of New York carrying passengers and cargo for her owner, the United Mail Steamship Company.

On 27 December 1941, the day before it took custody of the ship, the Navy classified her a store ship, designated her AF-17, and decided to retain her merchant name *Antigua*. However, for some unrecorded reason, the ship never joined the active Fleet. She was apparently returned to her owner sometime before 26 May 1944, the day her name was cancelled.

Sometime between 10 June and 26 July 1943, after she had been slated for transfer under the lend-lease program to the United Kingdom, the frigate *Hamond* (PF-73) (*q.v.*) was renamed *Antigua*.

Antilla

A town in Oriente Province, Cuba.

(ScStr: dp. 3,668; l. 358'; b. 45'; s. 10 k.; cpl. 52)

Antilla—a screw steamer built in 1904 at West Hartlepool, England, by William Grey & Co.—was acquired by the Navy from the New York & Cuba Mail Steamship Co. on 14 May 1918 and commissioned at Hoboken, N. J., on 20 May 1918, Lt. Comdr. Nicolai Kvande, USNR, in command.

Assigned to the Naval Overseas Transportation Service (NOTS), *Antilla* served less than a year. She made only two voyages to Europe and back and spent much of the rest of her time undergoing repairs. The ship was placed out of commission on 20 February 1919 and was returned to her owner.

Antioch

A coeducational college located in Yellow Springs, Ohio, was chartered in 1852 and named for the Syrian community where the followers of Christ were first called "Christians."

The "Victory" ship *Alfred Victory*—laid down under a Maritime Commission contract (MCV hull 745) on 28 February 1945 at Richmond, Calif., by yard no. 2 of the Permanente Metals Corp.; launched on 11 April 1945; sponsored by Mrs. W. W. McFall; and delivered to her operators, Hammond Shipping, on 7 May 1945—was among the 12 "Victory ships earmarked for transfer from the National Defense Reserve Fleet to the Military Sea Transportation Service for augmentation of the Army Forward Floating Depot program. Although assigned the name *Antioch* and the designation T-AG-180 on 1 February 1966, the ship never saw MSTs service because the project was cancelled. However, she did carry cargo to Vietnam as *Bessemer Victory* under a commercial charter. As of 1 July 1984, *Alfred Victory*

lay in the Suisun Bay, Calif., berthing area of the National Defense Reserve Fleet.

Antolak, Sgt. Sylvester, see Sgt. Sylvester Antolak (AP-192).

Anton Dohrn

(MB: t. 45; l. 71'0"; b. 16'8"; dr. 6'4" (aft); s. 10.5 k.; cpl. 9; a. 1 3-pdr., 1 mg.)

Anton Dohrn—a motorboat built in 1911 at Miami, Fla., by the Miami Yacht & Machine Co.—was acquired by the Navy on 31 July 1917 under a free lease from the Carnegie Institute, Washington, D.C., and was commissioned at Key West, Fla., on 5 October 1917.

Assigned to the 7th Naval District, *Anton Dohrn* operated out of the section base located at St. Augustine, Fla., patrolling the waters along the northeastern coast of Florida. After the armistice of 11 November 1918 ended hostilities and reduced the Navy's need for patrol craft, the motorboat was returned to her owner on 2 January 1919. Her name was simultaneously struck from the Navy list.

Antona

(ScStr: t. 549, dr. 13'; s. 8 k.; cpl. 56; a. 2 32-pdrs., 1 20-pdr. P.r., 2 24-pdr. sb.)

On the morning of 6 January 1863, the Union screw steamer *Pocahontas* sighted a ship in the Gulf of Mexico, steaming westward close to the Alabama shore and headed toward the entrance to Mobile Bay. Soon after the blockader had turned to intercept the stranger lest she reach the protection of the Southern guns at Fort Morgan—then some nine miles away—the unidentified steamer altered her own course in an effort to escape. Both vessels pushed their engines to their limits and broke out all possible sails. *Pocahontas* slowly gained on her quarry but the sun was close to the horizon before she was near enough to fire a shot at the fleeing ship. The round fell short of its target which then hoisted English colors as she continued her flight. About an hour before midnight, the Union ship had closed to about half a mile and fired two more rounds in quick succession which promptly brought the vessel to about 30 miles south-south-east of Cape San Blas, Fla. She proved to be *Antona*, an iron-hulled British screw steamer recently built at Glasgow, Scotland. She had departed Liverpool and had proceeded via St. Thomas, Virgin Islands, to Havana, Cuba. There, she took on a contraband cargo of gunpowder, small arms, tea, and brandy before sailing for Mobile on New Year's Day 1863.

After accompanying *Pocahontas* back to the blockading fleet off Mobile, *Antona*—manned by a prize crew—sailed for Philadelphia for adjudication. However, while still in the gulf, she sprang a leak which forced her to turn back. While she was undergoing repairs at New Orleans, she was rammed by passing vessels on two separate occasions. These collisions worsened her already leaky condition, caused other significant damage, and necessitated extensive repairs before she could once more put to sea.

When this work had been completed, *Antona* was placed in commission on 19 March 1863, but litigation against her for violation of the blockade was not concluded for another year. Then, having been condemned, *in absentia*, by the New York prize court, she was finally purchased by the Navy on 28 March 1864.

Upon commissioning, the steamer began operations on the lower Mississippi as a dispatch vessel, working primarily between New Orleans and Port Hudson, La. This duty was extremely important at this time because Rear Admiral Farragut in *Hartford* had dashed upstream past the Confederate batteries at Port Hudson and was patrolling the river between that Southern stronghold and Vicksburg to support Rear Admiral Porter's joint operations with Major General Grant's troops in the first effort to open the complete Mississippi to Union shipping. The surrender of Vicksburg on Independence Day 1863 and the occu-

pation of Port Hudson five days later completed this task and freed *Antona* for other duty.

Late on the evening of 13 July, *Antona*—commanded by Acting Master Charles T. Chase—departed New Orleans and headed downstream. However, shortly before 4 o'clock the following morning, she collided with *Sciota*, sinking that screw gunboat in 12 feet of water about eight miles upriver from Quarantine. Since *Antona* was unharmed, she was able to resume her voyage on the 15th and, upon reentering the gulf, proceeded in a generally southwesterly direction. On the 16th, she captured *Cecelia D* and sent that English schooner to New Orleans under a prize crew. Upon her arrival at Galveston, Tex., on the 18th, Chase reported to Commodore Henry H. Bell, who commanded Union blockading forces in the region. Two days later, Bell ordered *Antona* to patrol the coast between Velasco, Tex., and the mouth of the Rio Grande. The steamer reached the latter on the morning of the 24th, and Chase immediately went ashore to mail dispatches for the United States consul at Matamoras, Mexico. While the Union officer was returning to his ship in the Mexican boat *Margarita*, a band of armed men on the Texas shore threatened to open fire on that craft if it did not head for the bank. When *Margarita* reached Texas soil, the men—who proved to be Southern soldiers—arrested Chase and sent him to Brownsville. Acting Master Spiro V. Bennis, *Antona's* executive officer learned of Chase's misfortune from a passing English ship and remained in the vicinity until he had verified the report. *Antona* then headed up the coast and arrived off Galveston on 27 July.

The steamer remained in that vicinity until getting underway again on 4 August and heading back down the coast. On the 6th, *Antona*—then under command of Acting Master Lyman Wells—captured *Betsy* some 16 miles southeast of Corpus Christi, flying English colors and purportedly from Matamoras to New Orleans with a general cargo. Wells sent that schooner to New Orleans under a prize crew for adjudication. *Antona* arrived off the mouth of the Rio Grande on the 8th and reembarked Chase who had been released by Brigadier General Hamilton P. Bee, CSA—who commanded Confederate troops in Texas—because of his having been captured in neutral waters. She sailed for Galveston two days later and reached the blockade station off that port on the 12th suffering from damage to her boilers, machinery, and propeller. Towed to New Orleans by *Bermuda*, she remained there under repair until heading downriver on 16 November to return to the coast of Texas. On the 29th, her new commanding officer, Acting Master Alfred L. B. Zerega reported having captured *Mary Ann* three days before. That Southern schooner of Sabine, Tex., had departed Calcasieu Pass on the 21st and was heading for Tampico, Mexico, with a cargo of cotton. Since the prize was leaking badly, Zerega transferred her cotton to *Bermuda* for delivery to the Federal prize commissioners at New Orleans and then destroyed the schooner before resuming *Antona's* voyage southward.

Antona scored again on Christmas Eve 1863 when she took the British schooner *Exchange* 10 miles east of Velasco, Tex. This ship had departed Veracruz, Mexico, with a widely varied general cargo including a large quantity of liquor and was purportedly heading for New Orleans. Since she was far off course for that port, Zerega seized the schooner, removed her liquor since he "... did not deem it safe to allow it to go in the schooner to New Orleans." After promising to "... send it on for adjudication ..." by "... the first safe opportunity ..." Zerega sent the prize to New Orleans and resumed *Antona's* patrol.

The steamer's operations through the remainder of the Civil War were similar to her earlier services. Her last notable action occurred before dawn on 10 February 1865 when a boat from the steamer joined an expedition led by Lt. Charles E. McKay of *Princess Royal* to destroy the large iron-hulled steamer *Will O' The Wisp* which had run aground off Galveston. After the end of the war *Antona* departed Pensacola on 27 July 1865 and proceeded North. She was decommissioned at New York on 12 August 1865 and sold at auction there to G. W. Quintard on 30 November 1865. Redocumented *Carlotta* on 5 January 1867, the steamer served as a merchantman operating out of New York until destroyed by fire in 1874.

II

(IX-133: dp. 4,343; l. 438'6"; b. 57'0"; dr. 27'4" (f.); s. 10.5 k.; cpl. 61; a. 1 4", 1 3")

The second *Antona* (IX-133)—a tanker built in 1921 at Oakland, Calif., by the Moore Shipbuilding Co. for the Vacuum Oil Co.—carried crude oil and petroleum products commercially for over two decades before being purchased by the Maritime Commission's War Shipping Administration (WSA) in the autumn of 1943. The tanker was immediately slated for naval service and renamed *Antona* on 3 November 1943, but remained in WSA hands during repairs and conversion preparing her for her new role. She was transferred to the Navy under a bare-boat charter on 4 May 1944 at Majuro Atoll in the Marshall Islands and was commissioned that same day, Lt. Comdr. Louis M. Fabian, USNR, in command.

Assigned to Service Squadron (ServRon) 10, *Antona* remained at Majuro as a station tanker until 21 June. On that day, she headed for Eniwetok Atoll where she served as station tanker until early October. On 5 October, the ship put to sea to move forward to the fleet anchorage at Ulithi in the Caroline Islands. She remained at Ulithi until getting underway on 13 February 1945 and proceeding to the Palaus. She fueled ships at Kossol Passage, sailing—via Peleliu—back to Ulithi early in June. She departed Ulithi on 10 July, bound for Okinawa, and spent the remainder of the war as a station tanker at that island. She departed Okinawa in December and arrived at Subic Bay in the Philippines on 21 December.

Antona remained at Subic Bay until 3 March 1946 at which time she set sail for the United States. She arrived at San Francisco on 15 April 1946 and was decommissioned there on 3 May 1946. That same day, she was returned to WSA and laid up with the National Defense Reserve Fleet at Suisun Bay, Calif. Her name was struck from the Navy list on 21 May 1946. Carrying her original name, *Birkenhead*, she remained in custody of the Maritime Commission until scrapped in 1957.

Antrim

A lakeshore county in northwestern Michigan, organized in 1863; Bellaire is its county seat.

Richard Nott Antrim—born in Peru, Indiana, on 17 December 1907—entered the Naval Academy in 1927 and graduated on 4 June 1931. He served briefly in the 11th Naval District before reporting to *New York* (BB-34) as fire control officer. Detached from that battleship in April 1932, he received flight instruction at the Naval Air Station (NAS), Pensacola, Fla., before serving consecutive tours of sea duty in *Salinas* (AO-9), *Nitro* (AE-2), and *Trenton* (CL-11).

Subsequently ordered to the Bethlehem Steel Corp., Quincy, Mass., Antrim assisted in fitting out *Portland* (CA-33) and, after her commissioning, served as a division officer in that heavy cruiser until the spring of 1936. After that time, he became assistant first lieutenant in *Crowninshield* (DD-134) before undergoing instruction in lighter-than-air (LTA) flight at NAS Lakehurst, N.J. Antrim subsequently received his naval aviator (LTA) designation, qualified for duty as an airship, kite, or free-balloon pilot. In the spring of 1938, Antrim arrived on the Asiatic Station and served as executive officer of *Bittern* (AM-36) before joining *Pope* (DD-225) in December 1939, as her executive officer. The outbreak of war in the Pacific in December 1941 found Antrim still serving in that capacity.

During her brief wartime career, *Pope* played a significant part in two major engagements fought by the venerable Asiatic Fleet destroyers—the Battle of Makassar Strait and the Battle of Badoeng Strait, as well as in the last act following the Battle of the Java Sea.

In the former, *Pope* delivered close-range attacks that momentarily helped to delay the Japanese landings at Balikpapan. During the action, Lt. Antrim “cooly selected targets for his guns and torpedoes, placing his shots so accurately in the midst of a large Japanese convoy” and thus inflicting damage to several enemy ships. After the Battle of Badoeng Strait, *Pope's* commanding officer, Comdr. Welford C. Blinn, reported that his executive officer was “highly deserving of commendation for the meritorious performance of his several duties before and throughout the action.” Citing Antrim as a “ready assistant in navigation, fire control, and torpedo fire,” Blinn recommended him not only for a destroyer command but for a “decoration deemed appropriate.” Antrim later received a Navy Cross for this service.

The Battle of the Java Sea (27 to 28 February 1942) ended all Allied hope of stemming the Japanese onslaught. In the wake of

that action, the smashed Allied fleet attempted to escape the cordon of Japanese warships rapidly tightening the noose around Java. Among the small groups was one composed of the British heavy cruiser HMS *Exeter*, the destroyer HMS *Encounter*, and *Pope*.

The ships slipped out of Surabaya, Java, on the evening of 28 February, but were spotted the next day by Japanese aircraft. A surface force of cruisers and destroyers located the fleeing trio, and a fierce action ensued, with *Exeter* and *Encounter*, after having put up a stiff fight, going down under a deluge of Japanese shells. *Pope*, however, fought on, managing to make a temporary haven in a passing rain squall.

Unfortunately, the destroyer—one of those Asiatic Fleet flushdeckers “old enough to vote”—could not elude her pursuers. Ultimately, damaged by Japanese bombs, from aircraft summoned from the carrier *Ryujō*, and by shells from the Japanese force, *Pope* began to sink, but not before all but one of her men had reached safety in life rafts and the destroyer's sole motor whaleboat. Antrim, wounded in the action, helped to gather the life rafts around the boat to facilitate the distribution of what meager supplies were available to the men. His devotion to duty during the ordeal inspired and sustained his shipmates' morale.

For three days and nights, *Pope's* survivors doggedly stuck together as a group until picked up by a Japanese warship and transferred to Japanese Army authorities at Makassar, in the Celebes.

There, Antrim performed an unforgettable act of personal bravery. During the early part of his imprisonment at Makassar in April 1942, he saw a Japanese guard brutally beating a fellow prisoner of war (POW) and boldly intervened, attempting to quiet and reason with the guard, as others, and some 2,000 POW's closed in about the scene.

However, the Japanese ignored Antrim's entreaties and continued beating the prisoner unmercifully. After receiving some 15 blows with a hawser and the kicks of three other guards, the victim was almost insensible. At that instant, Antrim stepped forward. The expressions of the Japanese changed to incredulity as the lieutenant volunteered to take the remainder of the battered man's punishment. This action threw his captors off balance and drew a roar of acclaim from the Allied POW's gathered around. Antrim's stand, while saving the life of the other man, also saved his own and won new respect for the American officers and men. Later, his leadership in serving as a spokesman for his fellow POW's earned them an improvement in camp living conditions. For his conspicuous act of valor at Makassar in the spring of 1942, Antrim later received the Medal of Honor.

Subsequently, when the Japanese forced Antrim to take charge of a labor detail assigned the task of constructing slit trenches for protection during air raids, he carefully rearranged the construction work plans approved by the Japanese and gained their approval of his own ideas. Under the eyes of their captors, the POW's dug the slit trenches all right, but in a curious pattern recognizable from the air as a giant “U.S.” which clearly and craftily identified the occupants of the trenches. This audacious action possibly saved hundreds of prisoners of war from mistaken bombings by Allied planes. Antrim carried out the plan in spite of the fact that discovery of his trick would have resulted in instant beheading! For that alteration of construction work, Antrim received a Bronze Star.

Ultimately liberated after the war in the Far East ended in August 1945, Antrim returned to the United States and enjoyed rehabilitation leave before attending the Repatriated POW Refresher Course at the Washington Navy Yard, Washington, D.C., in May 1946. He then brushed up on his pilot training at NAS, Lakehurst, and later completed a course at the Naval War College. The valiant officer—who had been listed as missing since the sinking of *Pope* in March 1942—received the Medal of Honor and Bronze Star from President Harry S. Truman in ceremonies at the White House on 30 January 1947.

Later, following a brief stint at the Fleet Sonar School, San Diego, Calif., in June and July 1947, Antrim went to sea in command of the destroyer *Turner* (DD-834). He next underwent further instruction at NAS, Lakehurst, before assuming the duties of Assistant for Lighter-than-Air Planning and Programs, Office of the Chief of Naval Operations (CNO), Washington, D.C., in December 1948.

Following further Washington duty—with the Policy Advisory Staff, Department of State, and the Psychological Strategy Board—Antrim commanded the attack transport *Montrose*

(APA-212) before returning to the capital for a brief tour of duty as Head, Amphibious Warfare Matters Section, Office of the CNO, prior to his retirement on 1 April 1954. He was advanced to rear admiral on the retired list on the basis of his combat awards.

Rear Admiral Antrim died on 7 March 1969 in Mountain Home, Arkansas.

The first *Antrim* (AK-159) is named for the county; the second honors Rear Admiral Antrim.

I

(AK-159: dp. 2,392; l. 338'6"; b. 37'0"; dr. 21'1"; s. 11.5 k.; cpl. 85; a. 1 3", 6 20mm.; cl. *Alamosa*; T. C1-M-V1)

The first *Antrim* (AK-159) was laid down under a Maritime Commission contract (MC hull 2104) on 18 April 1944 at Richmond, Calif., by Kaiser Cargo, Inc.; launched on 17 July 1944; sponsored by Mrs. F. H. Horstman; and, after her delivery to and acceptance by the Navy on 31 October 1944, was commissioned the same day, Lt. Glen Martin, USNR, in command.

After the completion of her fitting out, the cargo ship conducted her shakedown training out of San Pedro, Calif., completing this by 13 December. Subsequently pushing on for Hawaii, she reached Pearl Harbor on New Year's Day, 1945, but got underway again three days later, bound for the Western Pacific. After calling at Eniwetok, Ulithi, and Kossol Roads, *Antrim* reached Leyte on 9 February to unload her cargo.

Operating under the aegis of Service Squadron 9 through the end of the war with Japan, the vessel carried cargo between Manus, in the Admiralty Islands, and Philippine ports. She conducted three such voyages during the periods from 19 March to 27 April; from 30 May to 22 June; and from 6 to 30 August. After supporting the occupation of Japan through the autumn, *Antrim* departed the Western Pacific on 4 January 1946 and proceeded singly to the Canal Zone, reaching Cristobal on 20 February. Ultimately, *Antrim* arrived at Norfolk, Va., on 4 March where she decommissioned on 3 April.

Delivered to the War Shipping Administration (WSA) three days later, *Antrim's* name was struck from the Navy list on 17 April 1946. Records indicate that the ship briefly operated under the United States flag, with the firm of Dichmann, Wright, and Pugh of San Francisco, Calif., in 1947, before being transferred to Turkish registry the following year. Renamed *Kars* and homeported at Istanbul, Turkey, the erstwhile Navy cargo ship operated under the Turkish flag into the 1980's.

II

(FFG-20: dp. 3,600; l. 445'0"; b. 45'0"; dr. 24'6"; s. 29 k.; cpl. 164; a. 1 mis. ln., Standard missile, Harpoon, 1 76mm., 6 15 5" tt, LAMPS; cl. *Oliver Hazard Perry*)

The second *Antrim* (FFG-20) was laid down on 21 June 1978 at Seattle, Wash., by the Seattle Division of Todd Shipyards Corp.; launched on 27 March 1979; sponsored by Mrs. Richard N. Antrim, the widow of the late Rear Admiral Antrim; and commissioned at Seattle on 26 September 1981, Comdr. William H. Wright, IV, in command.

On 1 October, *Antrim* departed Seattle en route to Mayport, Fla., her home port. She made stops at Mazatlan and Manzanillo before arriving in the Canal Zone on the 25th. The guided-missile frigate transited the Panama Canal on Navy Day, 27 October 1981, and continued on to Mayport where she arrived on 2 November. *Antrim* conducted independent ship's exercises out of Mayport on an intermittent daily basis until 20 November when she set sail for Guantanamo Bay, Cuba. The warship carried out shakedown training in the West Indies until 12 December. After a port visit to Ft. Lauderdale, Fla., she tested and calibrated her sound equipment in the Bahamas before returning to Mayport on the 20th to commence holiday standdown.

The holiday leave and upkeep period ended on 11 January 1982 with her return to sea to conduct combat systems qualifications and trials. With that event, the guided-missile frigate resumed a normal schedule of operations out of Mayport in the local operating area and in the West Indies as well. On 26 April, *Antrim* departed Mayport bound ultimately for Bath, Maine, and post-shakedown availability at the Bath Iron Works. Along the way, she stopped at Yorktown, Va., to unload ordnance and at

Portsmouth, N.H., for a port visit. The warship arrived in Bath on 7 May and commenced a repair period that lasted 16 weeks. She embarked upon the voyage back to Mayport on 27 August, made a series of stops en route, and entered Mayport again on 11 September. *Antrim* stayed in port for almost a month, putting to sea again on 8 October to carry out post-repair refresher training in the vicinity of Guantanamo Bay. The guided-missile frigate completed that mission at the beginning of November, made a brief call at Key West, and then executed advanced ASW drills in the Bahamas. She reentered Mayport on 12 November and remained there through the end of the year.

Antrim ended holiday standdown early in January 1983, returning to sea to begin training on the 4th. At the beginning of February, she sailed north to Norfolk whence she conducted weapons testing and training. On 10 February, while she was engaged in those evolutions, a target drone skipped off the surface and struck *Antrim* causing a fire in the wardroom and in her electronics spaces. The accident killed a civilian instructor embarked in the warship. *Antrim* returned to Mayport and passed the rest of February engaged in repairs. The warship completed her weapons training and testing during March and spent most of April preparing to deploy to the Mediterranean Sea and in the Middle East. On 29 April, the guided-missile frigate stood out of Mayport on her way to the Strait of Gibraltar.

She entered the Mediterranean on 9 May and joined the 6th Fleet. *Antrim* carried out normal 6th Fleet training operations until the second week in June. On 11 June, the warship transited the legendary Straits of the Bosphorus and the Dardanelles and entered the Black Sea. For eight days, she conducted operations in the Black Sea and, during that time, also paid a four-day visit to Constanta, Romania. *Antrim* renegotiated the famous Straits of antiquity again on 19 June and resumed her operational schedule as a unit of the 6th Fleet. On 1 August, the guided-missile frigate passed through the Suez Canal and shaped a course for the Persian Gulf. Following a brief stop at Djibouti on 3 August, she began duty as a radar picket ship on the 4th. Except for a port call at Karachi, Pakistan, from 27 September to 4 October, *Antrim* served in the Persian Gulf for almost three months. She carried out turnover formalities with her relief at Djibouti on 30 October, transited the Suez Canal on 4 November, and laid in a course for Rota, Spain. After stopping at Rota briefly on the 10th, *Antrim* set out across the Atlantic. She arrived in Mayport on 21 November and stood down for the last weeks of the year.

The relative inactivity of the final month of 1983 carried over into and through the first month of 1984. *Antrim* did not put to sea again until the first week in February. On the 3d, the warship got underway for the coast of Central America. After a call at Puerto de Cortez, Honduras, on the 6th and 7th, she transited the Panama Canal on the 10th. For almost seven weeks, *Antrim* conducted operations off the western shores of Central America from the base at Rodman in the Canal Zone. On 28 March, she travelled back through the canal and set her course for Mayport. The guided-missile frigate stood into her home port on 2 April. She passed the bulk of the month engaged in repairs, completing post-repair sea trials on the 26th and 27th. On 28 April, *Antrim* headed north for port visits at Newport, R.I., and Portsmouth, N.H., followed by plane guard duty for *Dwight D. Eisenhower* (CVN-69).

The warship returned to Mayport on 11 May and resumed local operations 10 days later. At the end of June, she headed for Guantanamo Bay whence she carried out refresher training until the end of July. After visiting Charleston at the end of the first week in August, *Antrim* arrived back in Mayport on the 11th. On 20 August, the guided-missile frigate began a two-month restricted availability at Mayport. She wrapped up the repair period with sea trials on 22 and 23 October and a stop at Charleston on the 24th to load ordnance material. Back in Mayport on 26 October, *Antrim* executed training missions in the local operating area until early in December when she began preparations for overseas movement.

Holiday routine interrupted those preparations late in December, but the pace quickened in January 1985 as her February departure date drew near. On 4 February, *Antrim* stood out of Mayport on her way across the Atlantic. She made a short call at Rota, Spain, for fuel on St. Valentine's Day 1985 before passing through the Strait of Gibraltar and into the Mediterranean Sea. The warship made an expeditious transit of the Mediterranean, stopping only at Palma de Mallorca and Augusta Bay, Sicily, before negotiating the Suez Canal on 27 February. Steaming

thence through the Red Sea and around the Arabian Peninsula, *Antrim* passed through the Strait of Hormuz on 9 March and entered the Persian Gulf. While cruising on radar picket station in the Persian Gulf, *Antrim* received a distress call from the Liberian-flag motor vessel, *Caribbean Breeze*, that had suffered an Iranian missile attack to her bridge. The guided-missile frigate and her embarked helicopter detachment—HSL-36, Det. 1—rendered assistance to the stricken vessel. *Antrim* then continued her surveillance patrols of the troubled waters of the Persian Gulf until the end of the third week in April.

At that time, she departed the gulf for a little more than a week to make a port call at Karachi, Pakistan. Back on station in the Persian Gulf at the end of April, *Antrim* responded to another call for help on 2 May after the Iranians attacked another motor vessel, *Nordic Trader*, with missiles. Again, the warship and her helicopter detachment evacuated casualties. Her remaining two months of surveillance patrols in the Persian Gulf provided no further untoward incidents. She turned her responsibilities over to *Klakring* (FFG-42) and *Reid* (FFG-30) on 5 July and shaped a course via Djibouti and the Red Sea to the Suez Canal. Through the canal on the 14th, she made a single stop—at Valencia, Spain—on her voyage across the Mediterranean.

After a short pause at Rota on the 24th for fuel, the warship embarked upon the Atlantic passage that same day. On 5 August, one month to the day after her relief, *Antrim* pulled into Mayport. Post-deployment standdown occupied the remainder of August, but she resumed local operations out of Mayport early in September. During the latter half of November, the warship voyaged to the coast of Colombia, South America, to assist in a multinational operation against drug smugglers. She returned to Mayport at the beginning of December and, following a short period of local operations, settled into holiday routine. As of the beginning of 1987, *Antrim* was at Mayport.

Anzio

Anzio, a port city in central Italy, was the site of an Allied amphibious assault begun on 22 January 1944. The landing met with initial success, but Allied forces were soon pinned down and were not freed until May.

I

(CVE-57: dp. 9,570 (tl.); l. 512'3"; b. 65'2"; ew. 108'1"; dr. 20'; s. 19.3 k.; cpl. 860; a. 1 5", 16 40mm., 20 20mm.; cl. *Casa-blanca*; T. S4-S2-BB3)

Auxiliary aircraft carrier *ACV-57* was laid down on 12 December 1942 by the Kaiser Shipbuilding Co., Vancouver, Wash., under a Maritime Commission contract (MC hull 1094); named *Atikula Bay* on 22 January 1943; renamed *Coral Sea* on 3 April

1943; launched on 1 May 1943; sponsored by Mrs. Frank J. Fletcher, wife of Vice Admiral Fletcher; redesignated CVE-57 on 15 July 1943; and commissioned at Astoria, Oreg., on 27 August 1943, Capt. Herbert W. Taylor in command.

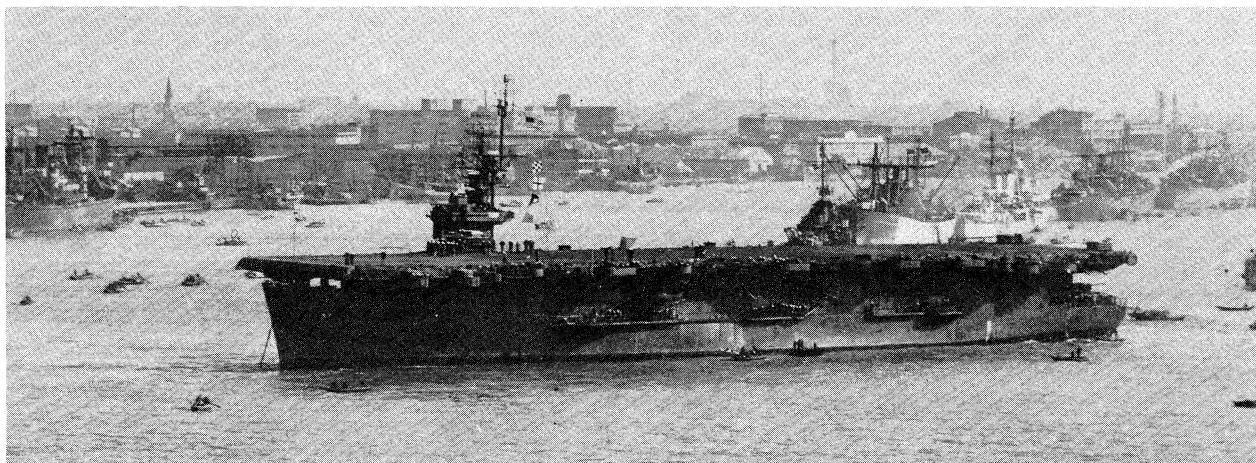
On 24 September, *Coral Sea* got underway for shakedown in Puget Sound. She arrived at San Diego, Calif., on 8 October to load aircraft and hold flight operations off the California coast. The carrier sailed for Hawaii on 25 October and, upon arrival at Pearl Harbor, joined sister ship *Liscome Bay* (CVE-56) for exercises off Oahu. On 10 November, *Coral Sea* steamed southwest to join the American forces about to invade the Gilbert Islands. She launched strikes on Makin Island from 20 through 28 November. When Tarawa had been captured, *Coral Sea* headed for Pearl Harbor and arrived there on 5 December. She paused to embark passengers and load aircraft for transport to the United States and departed on 8 December. The carrier arrived at Alameda, Calif., on 14 December to take on new planes. She put to sea on 22 December and steamed back to Hawaii. On 28 December, *Coral Sea* anchored at Pearl Harbor and began preparations for the impending assault on Kwajalein.

The escort carrier was underway on 3 January 1944 for a series of exercises in Hawaiian waters. After final fitting out, she sailed on 22 January in Task Group (TG) 52.9 and arrived in the vicinity of Kwajalein on 31 January, two days after planes of the Fast Carrier Task Force began pounding airfields on the atoll. *Coral Sea* provided direct and indirect air support for the amphibious landings. On 24 February, the ship set course for Eniwetok, but was recalled to Hawaii and arrived at Pearl Harbor on 3 March.

After a brief respite, *Coral Sea* got underway again on 11 March and proceeded to the Solomon Islands. She anchored at Tulagi on 21 March, topped off with fuel, and loaded stores. Sailing again on 30 March, the escort carrier headed for Emirau Island. From 1 to 11 April, she launched planes in support of forces occupying Emirau and returned to Port Purvis on 15 April.

The next day, *Coral Sea* left Tulagi to assist in the reconquest of New Guinea. On the 19th, she joined TG 78.2, which was formed to support Allied footholds at Hollandia and Aitape. Her planes joined in strikes on the 22d of April; and, on 26 April, the escort carrier sailed to Seeadler Harbor for replenishment and, on 7 May, headed for Espiritu Santo for availability.

Her repair period completed, the ship got underway on 8 June for Kwajalein, the staging point for the invasion of the Marianas. The American forces sortied on 10 June, and *Coral Sea* helped to provide air support for landings by the 2d Marine Division on Saipan. She endured numerous Japanese air attacks during the next few days but received only minor damage. The carrier had moved south to Guam on 17 June to begin softening-up operations against that island but returned to Saipan the next day to assist the bogged-down American forces. *Coral Sea* and her escorts retired to Eniwetok on 28 June but returned to Saipan on 4 July. Her planes made further air strikes before she put into



Anzio (CVE-57), the first American carrier to visit that port, lies in the Whangpoo River, at Shanghai, China, 1 December 1945, as part of Operation "Magic Carpet." (80-G-357488)

Eniwetok on 15 July for repairs to her engines. Ultimately, *Coral Sea* was ordered back to the United States for a much needed overhaul, and the carrier sailed on 23 July. Two days later, she paused at Kwajalein to unload most of her aircraft and ammunition and then continued via Pearl Harbor for the naval base at San Diego. *Coral Sea* arrived in California on 9 August and entered drydock at San Diego on 31 August. While she was still undergoing overhaul, *Coral Sea* received word that her name was being changed to *Anzio* as of 15 September.

Anzio held sea trials off the California coast and was ready to sail for the western Pacific on 16 September. She reached Hawaii on 23 September and entered the Pearl Harbor Navy Yard for a tender availability. On 8 October, the carrier began a series of training exercises; and, on the 16th, she set out for Eniwetok. There, *Anzio* joined a hunter/killer group and carried out an antisubmarine warfare (ASW) mission while she was en route to Ulithi. On 4 November, she was ordered to assist *Reno* (CL-96) which had been torpedoed in the Philippine Sea. When *Anzio* was relieved by *Extractor* (ARS-15), she resumed her ASW patrols and worked at that task through mid-February 1945, when she steamed to Iwo Jima.

Anzio resumed combat support operations on 16 February. Three days later, she launched a strike to the north on Chichi Jima in the Bonin Islands. From 19 February through 4 March, *Anzio* followed a schedule of launching her first flight just before sunset and recovering her last just after dawn. During these nocturnal operations, she completed 106 sorties without a single accident. *Anzio* departed the Iwo Jima area on 8 March and entered San Pedro Bay at Leyte on 12 March. After 10 days of upkeep, she sailed to join the invasion of Okinawa. After providing air cover for an Okinawa-bound amphibious group, the escort carrier joined other forces in the vicinity of Kerama Retto in seizing that island group to provide an advanced base for the Fleet. The Okinawa attack began on 1 April, and *Anzio* remained on line until she retired to Ulithi on 30 April for repairs to her rudder bearings. On 21 May, the carrier resumed ASW operations in the Okinawa area. This role ended on 17 June, when *Anzio* sailed to San Pedro Bay, Leyte, for upkeep.

Anzio left the Philippines on 6 July to begin what proved to be her last stint of combat duty. She joined TG 30.8 and positioned herself about 600 miles east of Tokyo. *Anzio* made ASW patrols in support of Admiral Halsey's attacks on the Japanese home islands. She received word of the Japanese capitulation on 15 August and sailed for Guam on 19 August. After refitting and training new flight crews, the escort carrier headed for Okinawa. From that point, she was to provide air cover and ASW patrol services for transports carrying occupation troops to Korea. On 8 September, *Anzio* anchored at Jinsen, Korea, whence she provided air support for the landings of the occupation force. The escort carrier left Korea on 13 September and returned to Okinawa. On 19 September, she broke her homeward-bound pennant, became a member of a "Magic-Carpet" group, and reached San Francisco on 30 September.

While at San Francisco, *Anzio* was modified to provide maximum passenger accommodations. The carrier made two trips to the western Pacific and back, one to Pearl Harbor and one to Shanghai, China, to shuttle American troops home. *Anzio* arrived at Seattle, Wash., on 23 December and ended the year at that port.

On 18 January 1946, *Anzio* sailed for Norfolk, Va. She paused at San Francisco then continued southward to transit the Panama Canal before finally reaching the east coast. *Anzio* was placed out of commission on 5 August 1946 and became a unit of the Atlantic Reserve Fleet berthed at Norfolk. The ship was redesignated CVHE-57 on 15 June 1955. *Anzio* was struck from the Navy list on 1 March 1959 and sold to the Master Metals Co. on 24 November 1959.

Anzio received six battle stars for service in World War II.

II

(CG-68: dp. 9,200 (f.); l. 568.3'; b. 55'; dr. 31'; s. 30+ k.; cpl. 346; a. 2 5", Standard missile, ASROC, Harpoon, 6 21" tt, Tomahawk, Phalanx; cl. *Ticonderoga*)

Anzio (CG-68) was laid down on 21 August 1989 at Pascagoula, Miss., by the Ingalls Shipbuilding Division of Litton Industries; launched on 10 November 1990; and sponsored by Mrs. Doris Baggett. She was scheduled for completion late in 1991 and commissioning in February 1992.

Apache

An American Indian tribe that inhabited the southwestern portion of the United States

I

(Tug: dp. 650; lbp. 141'6"; b. 29'0"; dr. 10'0"; s. 10.0 k.; cpl. 10 (1918); a. 2 1-pdrs., 1 mg. (1918))

J. D. Jones—a tug built in 1889 at Tottenville, N.Y., by A.C. Brown—was purchased by the Navy from the Merritt & Chapman Wrecking Co. on 24 May 1898; renamed *Apache*; and commissioned on 11 June 1898, Lt. Edwin Geer in command.

During the Spanish-American War, *Apache* was assigned to the Norfolk Navy Yard. On 26 July, however, the tug departed Hampton Roads for Key West, Fla. She arrived at her destination on 4 August and served there for about two weeks. Between the 17th and the 22d, the ship made the voyage back to Hampton Roads. Service there and at Norfolk occupied her time until 24 September 1898 at which time she was decommissioned. In 1900, *Apache* was moved north to New York where she was refitted for service at the ordnance magazine at Iona Island on the western side of the Hudson River about five miles south of West Point. For the next 20 years, the tug divided her time between the New York Navy Yard and the Iona Island facility. On 11 April 1918, she was renamed *Aspinet*. By 1920, the ship was operating at Charleston, S.C., as a district craft. On 17 July 1920, when the Navy adopted the alphanumeric system of hull designations she became *YF-176*. The freight lighter continued to serve at Charleston until sold on 29 September 1925.

II

(Coast Guard Cutter: dp. 708; l. 185'3"; b. 29'0"; dr. 9'3" (mean); s. 12 k.; cpl. 58; a. 3 3", 2 mg., 1 Y-gun (1918))

The second *Apache*—a cutter built in 1891 at Baltimore, Md., by Reeder & Sons—was commissioned in the Revenue Cutter Service as *Galveston* on 22 August 1891.

After temporary duty at Wilmington, N.C., *Galveston* moved on to her permanent assignment along the gulf coast in October. During the Spanish-American War, the revenue cutter was not transferred to the Navy; but instead was ordered to New Orleans to cooperate with the military authorities there in the defense of the city. After hostilities ended in the summer of 1898, the cutter resumed her former duties enforcing customs laws and providing assistance to ships in distress and to victims of natural disasters such as the hurricane and high tide that struck Galveston, Tex., between 27 August and 8 September 1900. *Galveston* operated in the Gulf of Mexico until the summer of 1906. During that time, on 30 December 1900, her name was changed to *Apache*.

In July 1906, the cutter was reassigned to the Chesapeake Bay area. Steaming via Key West, Fla., *Apache* arrived in Baltimore on 21 July 1906 and spent the rest of her government service operating in the Chesapeake water system. When the United States entered World War I, the Coast Guard—established in 1916 with the amalgamation of the Revenue Cutter Service and the Lifesaving Service—was transferred to Navy jurisdiction; and *Apache* was assigned to the 5th Naval District. She continued to patrol the waters of Chesapeake Bay through the end of the war. Jurisdiction over the Coast Guard was returned to the Treasury Department on 28 August 1919. The cutter remained active with the Coast Guard until some time in the mid-1930s.

III

(MB: dp. 12; l. 62'4"; b. 10'11"; dr. 2'6" (mean); s. 21 k.; cpl. 8; a. 1 1-pdr.)

The third *Apache*—a wooden-hulled cabin motorboat built by the noted Herreshoff Manufacturing Co., Inc. of Bristol, R.I.—was acquired by the Navy on 23 May 1917 from Bostonian Robert F. Herrick whilst apparently still under construction, since records indicate that she was not due to be completed until 12 June.

Commissioned on 7 July 1917, *Apache*—designated SP-729—